

Intimations.

**PYROLA,
PYROLA,
PYROLA.**

**A
PERFUME
OF
EXQUISITE
FRAGRANCE.**

**WATKINS,
LIMITED.**

Chemists and Perfumers.

No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

KELLY & WALSH, Ld.

JUST LANDED.
Ex s.s. *Chusan*.

CHRISTMAS NUMBER OF

"GRAPHIC,"
"ILLUS. LONDON NEWS,"
"ILLUS. SPORTING & DRAMATIC NEWS,"
"SKETCH,"
"BLACK & WHITE,"
"PEARS' ANNUAL."

With Coloured Plates ... 75 cents each.
Hongkong, 27th November, 1901.

WILLIAM POWELL, LIMITED.

28 & 34, QUEEN'S ROAD.

DRESSMAKING.

WINTER JACKETS AND CAPES.

WINTER HOSIERY AND GLOVES.

TOYS AND XMAS PRESENTS,
IN ENORMOUS VARIETY.

The largest stock of all the above goods in the
East.

955c]

B. G. HECKFORD,
Manager.

THE
ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT
OF

THE CELEBRATED

APOLLO PIANO PLAYER,

Inspection invited.

Hongkong, 22nd November, 1901.

[953c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

**FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

THE
EMPIRE COMEDY
COMPANY.

TO-MORROW
(SATURDAY), Nov. 30th,
ANOTHER GRAND
CHANGE.

First time of the Amusing
Farical Comedy in
one Act,
MULDOON'S PICNIC.

First time of Gregory and
Horley's
MARVELLOUS HAND BALANCING
ACT,

NEW SONGS,
NEW DANCES,
NEW SKETCHES, &c.

TIME AND PRICES AS USUAL.

SPECIAL TRAMS TO THE PEAK
NIGHTLY.

PLAN AT THE ROBINSON PIANO
COMPANY, LIMITED.

Hongkong, 28th November, 1901. [1296c]

HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION TO-MORROW (SATURDAY), the 30th instant, commencing at 2.45 P.M.

RANGES—200, 500 and 600 yards.
Seven Shots and a Slighter at each Range.
ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 29th November, 1901. [45]

To-day's
Advertisements.

GRAND VARIETY ENTERTAINMENT
will be given in the
R.E. THEATRE, WELLINGTON BARRACKS,

on
SATURDAY and MONDAY,
30th November and 2nd December,
Commencing at 8 P.M.

The PROGRAMME will comprise SONGS,
DANCES, &c., &c.
Concluding with a Laughable Plantation
Sketch entitled.

"POOR PETER."

POPULAR PRICES:
Front Seats 50 cents.
Back Seats 30 cents.
Programmes 5 cents.

H. J. McCAFFERY,
Sergt. R.E.,
Secretary, R.E.V.C.
Hongkong, 29th November, 1901. [1296c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

FLOWER AND VEGETABLE

SEEDS.

FOR THE SEASON
1901-1902.

ARRIVAL OF NEW
SHIPMENTS.

ORDERS EXECUTED FROM
FRESH STOCKS ONLY.

Priced catalogues, with hints on
gardening, may be obtained on
application.

CLAYS FERTILIZER.

10lbs \$1.75
28lbs \$4.50

A. S. WATSON & Co. LIMITED,
THE HONGKONG DISPENSARY.

ESLISHERY 1841, D.D. A

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 29, 1901.

NOTES AND COMMENTS.

Gambling in Shares.

Now and again, as what the stockbroker terms "settling day" approaches, one hears that So-and-so has been hit, or is "in the soup," and, in only too many instances, the So-and-so in question is some poor clerk who is earning but two to three hundred dollars a month. Sometimes So-and-so disappears suddenly, or commits suicide, but more often he stops on in Hongkong, a trifle thinner and more worn looking and, maybe, growing somewhat shabby in appearance as time goes on. Then we hear that somebody holds his paper, and to those who know what this means it is evident that So-and-so is being sweated.

What has happened is this. Some stockbroker goes to So-and-so and points out to him what a very good thing Docks, or Banks, or Godowns will be to buy forward. So-and-so laughs and points out that he can't afford it, but is told that a few hundred dollars is all he risks, for he will not have to take the shares up but can pocket the difference if they rise and cannot lose much even in the very improbable event of their falling. He is tempted to gamble in this way and does so, making money if he is lucky; but too often a day comes with a sharp fall, such as occurred in Docks some time back, and poor So-and-so finds himself "in the soup." He cannot, of course, take up the shares for which he has contracted, and, as the drop has been a big one, he is equally unable to pay the difference. Then he either bolts, shoots himself, or gets into the clutches of one of the money lenders, who will bleed him for years and from whom, if he ever escapes, he will be lucky. We

could name several young fellows who have undergone the above experience and are now either in their graves, have bolted, or are slaving, away without hope to try and satisfy a rapacious creditor.

It is no wonder that gambling in shares is looked at askance by the heads of firms, where their clerks are concerned. It is a more pernicious form of gambling even than horse racing, or cards, and is the more liable to attract a man owing to the ease with which it can be carried on and from the fact that it can be done on the quiet. Of course the stockbroker looks upon it all as legitimate business, for, in a small community like Hongkong, unless a good deal of gambling were engaged in the stockbroker would be unable to make a living, these semi-bogus transactions being by far the larger portion of his business. Still it seems to us a pity that men should be ruined in this manner merely to feed brokers, but we suppose the game will continue as long as hawks exist and there are pigeons to be plucked.

In the meantime the following clipping from a home paper should prove interesting reading, both to brokers and their victims:—

CLERK'S AND STOCKBROKERS.

Recorder's Reference to a Salutory Rule.

Victor Lacey Coombes, thirty, clerk, pleaded guilty at the Old Bailey to-day to incurring debts and liabilities to Messrs. Campbell and Co. to the extent of £1,293, and to Messrs. Chowne Gillham and Co. to the extent of £947 and £562, by fraud. Mr. Bodkin prosecuted, and Mr. Mathews appeared for the accused, who though only a clerk in the receipt of between £150 and £200 a year, induced the prosecutors, who were stock brokers, to enter into large stockbroking transactions. He obtained an introduction to them from clients, and they believed he was a man of substance, and bought and sold shares for him. When, however, the accounts were presented showing a total loss to the two firms of about £300 the prisoner's true position became known.

Mr. Bodkin said this was the first case in which a transaction of this kind had been instituted under the thirteenth clause of the Debtors Act, which made it an offence for a person to incur a debt without having any means of paying it.

The Recorder pointed out that there was a very salutary rule of the Stock Exchange which prevented a stockbroker from entering into transactions with a clerk or anyone in service. It was very desirable that this case should be known, and he hoped it would have a beneficial effect in stopping gambling in stocks on the part of employees, for anything more disastrous than a man in the position of the prisoner, to embark in he could not imagine. He bound the prisoner over in the sum of £100 to come up for sentence.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

**OUR VERY OWN RETURNING.
HONGKONG REGIMENT LEAVES
TIENTSIN.**

(From Our Own Correspondent.)

TIENTSIN, 26th November.

The Hongkong Regiment left here to-day for Hongkong, having been relieved by the 2nd Rajputs. They received most enthusiastic farewells from the Chinese.

Received 1.15 p.m.

Published 1.25 p.m.

REUTER'S TELEGRAMS.

A FRENCH SENSATION.

LONDON, November 27th.
A sensation has been caused in Paris by the disclosure of a confidential report of General Voyron, accusing French missionaries, also the Legation ladies, of systematic looting in Peking.

LATER.

IMPORTANT CAPTURES.

General Knox has effected the capture of 36 Boers including Commandant Joubert and two field cornets. Practically the whole of this commando is now accounted for.

Commandant Joubert was one of Brandt's best commanders, and it was he who captured the two guns at Vlakfontein in September last.

CRICKET.

New South Wales has defeated Maclaren's English eleven by 53 runs.

MARQUIS ITO'S TOUR.

Marquis Ito had an interview with Count Lamsdorff, Russian Minister of Foreign Affairs, yesterday. He is also to see M. de Witte, Russian Minister of Finance, at the official quarters in St. Petersburg, and is confident that the interviews will do much to end the misunderstandings between Russia and Japan. His visit alone is proof that the relations between the two countries are more cordial than supposed.

LOCAL AND GENERAL.

ENTRIES FOR THE REGATTA to be held shortly by the Victoria Recreation Club close at 6.30 p.m. to-morrow.

THE RIFLE ASSOCIATION are holding their usual Saturday Spoon Competition to-morrow, ranges 200, 500 and 600 yards. We wonder how the shooting will be after the Ball.

THE ELECTRIC LIGHTING OF ST. PAUL'S.—The authorities of St. Paul's Cathedral have confirmed the report that the Dean and Chapter have accepted Mr. Pierpont Morgan's offer to provide an installation of electric light for the Cathedral.

COTTAM & CO., NEW SCARVES AND TIES.

THE KOWEIT AFFAIR.—A London telegram to the *Indian Daily News* says:—A peculiar story comes from Berlin. It declares that England had made all preparations for the occupation of Koweit, but owing to the earnest request of the Kaiser our troops were not landed. It is further stated that in compensation for our loss Germany made England a large concession of territory in Africa.

BY KIND PERMISSION OF Lieut. Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) this evening, from 8 p.m. to 9.30 p.m. —

PROGRAMME.
1. Quadrille, "Fun of the Fair" Coole.
2. Valc., "The Epigramme" Coole.
3. Selection, "Les Cloches de Corneville" Coole.
4. Polka, "Now and Then" Coole.
5. Graciel Dance, "The Gendarmes" Coole.
6. Selection, "The Gendarmes" Coole.
7. "God save the King."

THE DEARTH OF CURATES.—Bishop Knox, in the course of an outspoken address to the Church Pastoral Aid Society in Birmingham, attributed the dearth of curates not to lack of money, but because men could not be found. There appeared to be a great turning away from the clerical and teaching professions, and if this meant, as he thought it did, that fortune-seeking was growing upon them, no amount of special funds would remove the difficulty with which they were faced.

THE NEW COINAGE.—Lord Avebury has received from the Chancellor of the Exchequer a letter in reply to a representation made by the Association of Chambers of Commerce of the United Kingdom that in future issues all British coins should have their respective values plainly marked upon them. In his communication, the Chancellor of the Exchequer expresses the opinion that it is not advisable to alter the design of the gold coins, but the association's suggestion is receiving consideration with regard to the rest of the new coinage.

PROPOSED INQUIRY INTO LONDON

FOGS.—The General Purposes Committee of the County Council report that they have had under consideration a letter from the secretary of the Meteorological Office, stating that it is proposed to hold an inquiry into the occurrence and distribution of fogs in the London district, and their relation to other atmospheric and local conditions, and asking for the co-operation of the Council in the conduct of the inquiry. The suggestion arose out of applications to the Meteorological Council, from electric supply companies and others, for special forecasts or warnings of the approach of fogs.

BRITISH MORMONS.—Apropos of the death of Lopenzo Snow, the President of the Mormon Church, it is not generally known that King Edward VII. has some five thousand Mormon subjects. They occupy the Cardston district of Western Canada, and in a recent report presented to the Dominion House of Commons they are highly complimented for their industry, sobriety, and good citizenship generally. They are polygamists in theory, monogamists in practice. That is to say, they believe in polygamy as a revealed doctrine of their Church, but have the sense to perceive that there is no possibility of its translation into fact under British law.

AN INDIAN FREEBOOTER.—That notorious freebooter, Mahomed Sarwar Khan alias Chikhai, whom Captain Ross Keppell tamed for the time being in 1897 when Kurram was threatened, has once more cast himself loose from his moorings. The *Pioneer* says he has sold his old village stronghold of Chinorak for Rs. 20,000, and with 100 other ruffians, all well armed with breech-loaders, has crossed the Kurram Valley and gone south. One report states that he went to Khoist first of all, but not liking to stay in Afghan territory he passed into Waziristan. We may hear more about him, for a man of his reckless and blood-thirsty nature is not likely to sit quiet very long.

ALBANIAN OUTRAGES.—A new list of outrages committed by the Albanians against the Serbians is reported from Salonica. The notorious Kazavon kidnaped a boy of seven years, and demanded 55 Turkish pounds ransom. He endeavoured also to carry off the boy's sister. It is also reported that a party of 15 Christians going to market from the village of Dou were entirely plundered. Three children were taken from them, and only released on payment of a heavy ransom. At the village of Lazarp some soldiers forced two girls, one only a child, to confess the faith of Islam. Another well-known Albanian has demanded £600 from three villages, threatening in case of refusal to burn the places down.

A LEVERET DEFENDING THE NEST.—A pretty incident in hare life is related by Mr. C. J. Cornish in *Country Life*. It had been a pouring wet morning, and we were in were in some very dripping swedes. Hares were numerous, but we were not shooting them, having as many as we wanted. A hare went off rather wild, and one of the walkers found that she had just left a nest of four small leverets under the leaves of a big turnip. They were not quite so long as my hand, and each had a white spot on its forehead. When the man lifted up a leaf with his stick to show them better, one of the leverets came out about eighteen inches from the nest, and jumping up, struck the stick with its paws, making, at the same time, a small snuffling grunt. The other three kept quiet, but this little chap acted as champion to the lot, sallying out and striking the stick four or five times whenever it was poked at him. Keepers have told me that grown-up hares will do exactly the same thing to grazing cattle when they come near their young, striking the muzzle of the cow or ox with their fore-paws, and making a noise, and then lying down in the furrow again; but I never could have guessed that the fighting instinct could be present in a tiny leveret.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

COTTAM & CO., FOOTBALL KNICKERS.

THE PORTUGUESE GUNBOAT, *Zaira*, arrived this morning from Macao.

IRONIC.—One of the Simla hotel-keepers appears to be an unconscious humourist, remarks a contemporary. Immediately underneath the Municipal finger-post indicating the way "to the cemetery," he has put up a board whereof the inscription begins "Best accommodation in Simla." Even the Simla Fathers don't deserve this.

A CRICKET MATCH will be played in Happy Valley to-morrow between an H.M.S. *Tamar* XI. and a Club XI. Stumps will be pitched at 1.30 p.m. The following will play for the Club:—Messrs. Wild, Tibbey, Hanson, Robinson, Head, Goldring, Brown, Captain Rotterdam, R.W.F., Major Buttanshaw, and Gerard-Cunningham.

A CURIOUS EPITAPH—"G. W." writes to the *Times*:—While lately strolling through an old Surrey church containing altar-tombs, escutcheons, and memorials of the House of Exeter, the following epitaph on a large marble slab, suspended high in the mortuary chapel, arrested my attention. It is printed in uncials:—
DOROTHY CECIL UNMARRIED AS YET.

THE RAIN this morning came rather as a damper to those who were looking forward to the St. Andrew's Ball, for the Hongkong streets were, as they always are in wet weather, filthy, and the chair and ricksha coolies slithered about in an inch or two of slimy mud. Matters look better though this afternoon and the rain, by laying the dust, is likely to prove a blessing in disguise.

OVER NIAGARA IN A BARREL.—Miss Anna Taylor, according to the *New York Sun*, performed an unprecedented feat at Niagara recently. She entered the water some distance above the falls in a barrel and safely navigated the Canadian Rapids, where the water runs thirty-five miles an hour. She then plunged over the Horseshoe Falls a distance of 165 feet. She escaped with a few bruises.

IRISH THREATS.—Judge O'Connor Corry, opening the Roscommon Quarter Sessions on October 17, said that he had been favoured with a document, purporting to emanate from the United Irish League, marked with a coffin and containing diabolical threats against his Majesty. He also received an anonymous letter, purporting to emanate from the Irish League, containing several choice threats directed against himself, and enclosing a bullet. He might inform the sender that such communications had no terrors for him.

A RECORD BATTLESHIP.—The Devonport Dockyard authorities have received instructions to prepare for building a battleship larger than any now existing. Its displacement will be 16,500 tons, and its length 425 ft. The previous largest battleships designed for the British Navy are of the *Queen* class, with a displacement of 16,500 tons, and a length of 400 feet. The American Navy, says the *Standard*, has the largest ships afloat, the *New Jersey*, *Pennsylvania*, and *Georgia*, each of which has a displacement of 15,320 tons. The new ship will be the first of a *King Edward VII.* class.

CRICKET.

NAVY v. H. K. C. C.

This match was commenced to-day. The following were the scores at close of play:—

NAVY.
Mr. G. Moore, b Sercombe Smith 100
Mr. W. E. Cornabe, c & b Sercombe Smith 33
Mr. C. S. P. Franklin, c Dixon b Ward 32
Lieut. H. O. Reisdorf, b Sercombe Smith 11
Lieut. F. Noble, c Ash, b Sercombe Smith 43
Lieut. A. E. Wood, c Dixon b ditto 27
Surgeon C. R. Sheward, not out 18
Mr. A. Campbell, c Ash b Mackenzie 4
Mr. A. P. Silver, run out 20
Extras 10
249

Mr. A. E. Cossey and Mr. J. H. Orton to bat.

AT THE MAGISTRACY.

November 29th.

ANY COMPLAINTS?
Lau Ling is a stoker on board of the s.s. *Seneca* and to show that he did not appreciate the cooking struck Lau Hing, the cook, on the head with a piece of iron. The only excuse he could offer was that the chow was not to his liking. He paid \$5 for the forcible expression of his dislike.

THEFT.

Wong Tsing, a coolie, stole a black cardigan jacket, value \$5, the property of a private in the 22nd Bombay Infantry, and Mr. Kemp sent him to prison for a month.

BANHISHMENT.

Ho Fuk, a coolie was sent to gaol for one year with hard labour for disobeying the order of banishment at Yau-ma-tei on the 28th inst. There were three previous convictions against him—two for larceny and one for unlawful possession.

SNATCHING.

A coolie of no fixed abode, snatched a roll of *ten-cent* paper, value \$5, from a servant girl walking along Wing On Street, and he was sent to gaol for two months and ordered to have two whippings of 20 strokes each.

LEAVING WITHOUT NOTICE.

A servant boy was summoned by Mr. James Low, foreman in the Ordinance Department, for unlawfully leaving his service without giving due and reasonable notice. He could not pay a \$15 fine, and will do a "month's hard."

COTTAM & CO., PYJAMAS FOR AUTUMN WEAR.

SANITARY BOARD.

At a meeting of the Sanitary Board held last Thursday afternoon, there were present the President Dr. J. M. Atkinson, (Principal Civil Medical Officer), Dr. Clark (Medical Officer of Health), Hon. W. Chatham (Director of Public Works), Mr. F. J. Badely (Acting Captain Superintendent of Police), Hon. A. W. Brewin (Registrar-General), Dr. J. W. Clark (Medical Officer of Health), Mr. Edward Osborne, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and Mr. G. A. Woodcock, (Secretary to the Board).

NEW LATRINE AT HUNGHOM.

Correspondence relative to the erection of a public latrine at the north-west end of the Crown Lot to the South of Hunghom Island Lot No. 253 was laid on the table.

Dr. Clark stated that some time ago the Board selected a site at Hunghom. It was advertised in the *Gazette*, and objection was forwarded by the Land Investment Co., the reasons for that objection being that the erection was to be on the highway from the landing stage to the village of Hunghom and that it was in the immediate neighbourhood of their property. The Board reconsidered the question of a site and recommended that it be removed to a position where it would not be on the highway from the landing stage to the village.

As regarded the second objection, the Land Investment Company were informed that it was not proposed to erect the latrine, at once, and that if in the meantime latrines were provided for the houses on their property there would be no necessity for proceeding with the erection of a public latrine. To that the Company replied that they still object to the site and that they do not consider that the houses which they propose to erect should have latrines built in them. In other words, they objected to the provision by the Government of a public latrine and yet did not propose to provide latrines for their own tenants. It was for the Board to consider whether that objection was a reasonable one. Personally, it seemed to him unreasonable, and he was now prepared to move that the Board inform the Government that the site more recently selected should be adhered to.

Hon. W. Chatham seconded, and the motion was agreed to.

BACKYARDS IN WEST STREET.

Correspondence relative to the provision of backyards for Nos. 26 and 28, West Street was laid on the table. It showed that the proprietors asked for three months delay in making the alterations.

Hon. A. W. Brewin remarked that it might be argued that these people ought to have known the law which came into force in 1899, and that the alterations should have been made long ago. Of course there was such a large sanitary staff that he thought the Chinese were accustomed to wait until an inspector entered their house and pointed out what was required to be done, if he thought it necessary to do anything. That was not an unreasonable attitude and might be excused. In this building, which has been used as a restaurant, there were ten people living, so any delay in making the backyards would hardly be injurious to health. The next thing was that these were business people asking for a little consideration because of the serious interference that would be caused if the alterations were to be carried out at once. The delay in this case would not cause any serious delay in the general improvement of the sanitary condition of the Colony. He moved that the application be granted.

Hon. W. Chatham seconded, remarking that he thought the Board would be justified in granting an extension of time in carrying out the structural alterations.

The President—This is a necessary improvement.

The motion was agreed to.

MORE RAT-CATCHERS.

Dr. Clark recommended that the Board obtain the sanction of the Government to engage ten other rat-catchers and a foreman from 1st prox. They had 10 at present, who were being paid at the rate of 3 cents per rat.

Hon. A. W. Brewin—Does the number of rats caught increase with the number of men employed?

Dr. Clark—We hope it will.

Hon. A. W. Brewin—We had an increase a few months ago. How many are we getting now?

Dr. Clark—About 1,000 a week we never had so many as that before, except during the height of the plague epidemic. The number caught has ranged of late from 700 to 1,000.

Mr. L. Osborne—They are paying the rat-catchers 5 cents per rat in Japan. If they are doing that there we ought, I think, to do it here.

Mr. Fung Wa Chun—But we are too near the Chinese territory for that.

The President—I move that the Board petition or request the sanction of the Government to engage other 10 rat-catchers, as recommended by the Medical Officer, from the 1st of next month. This is one of the anti-plague measures, and now is the time.

Mr. E. Osborne seconded, and the motion was agreed to.

THE DEATH RATE.

The mortality statistics showed that the death-rate for the week ended 22nd November was 19.5 per 1,000 per annum of the population, as compared with 2.5 in the previous week and 27.7 in the corresponding week of the previous year.

This was all the public business.

CANTON NOTES.

THE VICEROY.

(From Our Own Correspondent).

CANTON, November 28th.

H. E. Viceroy To is still confined to bed, and unable to attend to any business.

COTTAM & CO. CRICKETING HATS and CAPS.

THE SHUN TAK MAGISTRATE.

A change of magistrates in the Shun Tak district is to take place after all. Magistrate Wong has put out a notice that he has been transferred to Tak Hing and that Li Ka Cheuk will succeed him. It is not certain that Shun Tak will be benefited by the change. Li Ka Cheuk was Wong's immediate predecessor and the people were glad enough to get rid of him. However the people of Shun Tak console themselves by saying that Li cannot be worse than Wong.

THE NAM HOI.

The younger son of the Nam Hoi died a short time ago and the Nam Hoi, to impress upon the people how deeply he felt his loss, has set at liberty upwards of fifty prisoners.

The Nam Hoi has one son still living, but he is a paralytic. One side is completely paralyzed and his mind is weak. This fact makes the death of the younger son all the more keenly felt. It is reported among the Chinese that just after the cages for the punishment of criminals had been made, about a year ago, this weak-minded son of the Nam Hoi seeing his grandfather asleep on an opium couch and refusing to answer when called, took up the pipe and struck the grandfather. For this offence his father, the Nam Hoi, had the son caged, but almost immediately released him by order of the wounded grandfather.

THE NEW DUTY.

The foreigners have been contributing towards the indemnity fund since the 1st of this Chinese month. The Chinese must take a good deal of satisfaction in seeing this duty collected. Last year they had to pay the piper. Now the foreigner has to make his voluntary contribution.

THE BOER CONCENTRATION CAMPS.

THE LESSON OF MAFKING'S PLAGUE TRENCH.

[By J. EMERSON NEILLY.]

Anybody with an ounce of human nature must deplore the fact that the refugee children of Boers in the concentration camps are dying in numbers, but it seems to be easier to Hob-house a large section of the British public into believing that the mortality is due to our "brutal" methods than to force it into their heads that the lamentable state of things is largely due to the filthy habits of the Boer women themselves.

The majority of the Boer families—I mean the veld Boers—always lived a swinish life. They seldom washed; a bath was a thing unknown to them; they mostly slept in their clothes, often in their boots; and all around their habits were in the last degree filthy. Therefore, to start with, we may assume that the constitutions of an appreciable proportion of the children brought in from the veld are not of the best.

IS CHANGE OF FOOD AT FAULT?

It seems to be considered a crime that the authorities do not give the refugees hotel dinners. Personally, I am of opinion that if the food is at fault at all, it is on the side of—shall I say?—richness. The women and children who are so much discussed were always used to mealie-porridge and the coarsest of bread, and "meat days" were very rare. Now they get biscuits, vegetables, tinned and fresh meats alternately, and soup. Perhaps some medical expert will say how far the change of diet after generations of practical vegetarianism is likely to have contributed to the death roll.

THE HORRORS OF A WOMEN'S LAAGER.

I have never been in a concentration camp. These laagers were formed after I left the field. But some time ago I received a letter from an officer who, describing their sanitary condition, said, "They are worse than the women's quarters in Mafeking." Then they must be foul indeed. In Mafeking, as is perhaps well known, we laagered the women at a distance from the town, and for protection against the enemy's fire they were quartered in a huge covered-in trench. Among the occupants were many Dutch women, whose habits kept the women's laager in a condition of mild mutiny. The Englishwoman was cleanly. She looked after herself and her children as well as the circumstances of the siege permitted, and kept in the fresh air as much as possible. The Dutch women and children, on the contrary, were unspeakably filthy, almost without exception. They never washed themselves or cleaned their portions of the trench; they lived, slept, and ate there, and it would be an offence against decency if I described the state of things they promoted. The trench was not cleaned or ventilated for months, and the natural thing happened. There was an outbreak of diphtheria, and of some kind of filth disease that the doctors could not exactly diagnose. Children died at a rapid rate, and very few kept healthy. Towards the end many of the Englishwomen moved from the laager, preferring the risks of shellfire in their own houses to the horrors of the filth and foetid trench. We get the statistics of deaths in the camps, and naturally everybody with any of the milk of human kindness in him feels sad at the reading. But if the causes were made known it is probable enough that the mortality would be traced to filth, and Miss Hobhouse and others would cease rating the authorities, and would counsel the Dutch women to practise cleanly habits, and save their children and themselves.—P. M. *Gazette*.

BUNS.

Was there ever a time when the world was bunless? Such a state of things is hardly conceivable. The housewife of the Stone Age had, no doubt, a heart attuned to her children's wants and produced buns—of sorts—in answer to that implicit yearning which is voiced by the youngest babe in arms. The savage breast of the Palaeolithic man, returning empty-handed to his cave, could surely be soothed by the odour

of some culinary effort equivalent to the bun of modern commerce.

But, nowadays—a fact for modified rapture—many buns there be, both mongrel, puppy, whelp, and cur (that is, the common or garden penny and halfpenny ones), and buns of high degree, such as the richly-spiced Cornish creation, gorgeous with saffron, which is only extant at Easter-tide, and the twopenny sugary Bath-bun, desired of the Reverend, Robert Spalding. Moreover, there are now veritable temples erected to the bun. It has reached its meridian of honour, its utmost limit of votaries, upon the counters of innumerable A.B.C. shops. A steam of grateful tea-incense rises around it, and the worshippers are mostly young and fair. Once a year there is a bun festival, assuming such proportions that the bakers lose heart, and abandon all hope of regaining a clear intellect; when the buns, multiplying by millions, bursting the bounds of its wonted paper-bags, knocks at the household's door on Good Friday morning before the very milkman shall arrive.

How the average girl would live without buns, let alone the average boy and the lower-caste baby, is a social problem incapable of solution. The shop-assistant, the typewriter girl, the female clerk are all daily planting the seeds of a lifelong dyspepsia in the shape of these innocuous-looking dealinesses. Some years ago, when the Aerated places were much fewer and smaller than now, it was suggested among the girl students of the Royal Academy of Music that one should be deputed to fetch and carry lunch under the title of a *Lunster*; but the office would have been no sinecure. Beside the aristocratic Bath-bun, and the plebeian ordinary penny currant-bun, there is the halfpenny bun, chiefly designed for economic ventures of friendship to the voracious beasts, such as bears and elephants. Where these acquired their well-known proclivities it would be hard to say. Certain it is that the bun does not grow with any profusion in their native jungles. Besides, though buns may be "verry fillin' at the price" to the human biped, they cannot go far in assuaging the pangs of elephantine hunger. It only shows what nice refined tastes the vegetarian wild beasts must really have; for one does not usually see buns tried on tigers. The halfpenny bun is also much in request for suburban tea-tables, and, by reason of its unimpeachable conventionality, is a cheap and orthodox method of entertainment. It is considered probable that the late lamented Mrs. Grundy died of a surfeit of those dainties. I once found, in a crowded street, a paper-bag lying on the kerb, which contained no fewer than twenty-six halfpenny buns—clean, new, shiny, stodgey. Had the soul of the messenger—the Bunster—recalled from the thought of the impending debauch? The halfpenny bun was also used by the children of a family of my acquaintance for making bets on the University Boat Race. It was a compromise between teaching and tradition. They backed their respective champions in buns, to an amount not exceeding threepence each; and then they squared their consciences (betting being strictly prohibited) by never paying up. This was considered quite satisfactory all round.

The farthing bun is exploited by some enterprising baker in South Kensington. At least, there, and there alone, I have encountered it at afternoon tea. It is very small and eminently ladylike, lacking alike the gross proportions of the penny bun (which, indeed, is only suitable for school treats), and the Zoological suggestiveness of the halfpenny one. On the whole, the farthing bun should be encouraged. There are also many local buns of great parochial fame, but practically unknown beyond their accustomed *habitat*, such as the Weymouth bun, which resembles a small-sized warming-pan, and the Yarmouth (Isle of Wight) bun, about as big as a dinner-plate. These must be eaten hot and buttered; they are threepenny articles, and can be had either spiced or plummed. They are admirably adapted for country "at home" days, where people come long distances and are more hungry than exigent. You go to the vicarage, and are given hot bun and bread-and-butter; you visit the doctor's wife, and are regaled on bread-and-butter and hot bun. You may be lured to the squire's by a third delicacy, such as the simple sandwich in some rudimentary form; but bun is still *de rigueur*. Then you go home and have bun there. Any deviation would tend towards Anarchism.

We have all heard of the old Chelsea Bun House, but the present day Chelsea bun seems to be that curiously convoluted article so much on sale at seaside places—scientifically interesting, and otherwise of doubtful attractiveness. Scotch bun, to be found at every pastrycook's, is a dark, sinister-looking compound, hidden behind curtains of puff-paste with the fair of a heavy villain muffled in his cloak. You can almost hear it hiss "I must dissemble!" It has the reputation of being constructed out of all the unsold stale ecceteras of the confectioner's window. They are, it is said, chopped into chaos and pounded into anonymity—and the result is Scotch bun.

"I have read somewhere," to borrow an engaging uncertainty from Mr. W. B. Yeats, that there were, of old time, cakes called *bouns* offered in the Aelfric temples—wherever those may have been. The dictionaries don't seem to know. They, with characteristic superciliousness, define a bun as "a kind of sweet cake." This seems, singularly inadequate. Some go so far as to suggest that the word is from the old French *bun*, a swelling. They fritter, cognate with *bigne*, a swelling. They also invite us to connect bun with the Scots *bannock*, and with *bunnen* and *bunche*, the original meaning still being a swelling. Any one who, in the days of unwary boyhood, has defied the bun to do its worst will readily acknowledge the significance of this etymology.

M. E. in P. M. *Gazette*.

COTTAM & CO. DRESS SHIRTS, TIES and COLLARS.

COTTAM & CO. TRESSER FELT and STRAW HATS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

COTTAM & CO. CRICKETING HATS and CAPS.

Notice of Firm.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE.

THE Undersigned has This Day RESUMED CHARGE of the above Company's business.
EDWARD OSBORNE, Secretary.
Hongkong, 27th November, 1901. [1293c]

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on MONDAY the 2nd December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th November, 1901. [1277c]

Intimations.

VICTORIA REGATTA, 1901.

ENTRIES for the forthcoming REGATTA will be CLOSED TO-MORROW, the 30th instant, at 6.30 P.M.

FRANK W. WHITE, Acting Hon. Secretary.

Hongkong, 29th November, 1901. [1298c]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1901, at the RATE OF FIVE CENTS per Share (or FIVE per cent on the Capital of the Company) will be PAYABLE at THE HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 4th December next, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply to the Company's Office for their Warrants.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

THE REGISTER OF SHARES will be CLOSED from SATURDAY, 30th instant, until FRIDAY, 6th December, both days inclusive, during which period no Transfer of Shares can be registered.

By Order, J. A. TARRANT, for Secretary.

Hongkong, 27th November, 1901. [1294c]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 3715 issued on the 11th day of March, 1899, for TWO SHARES numbered 4491 to 4492 in the above Company standing in the Name of Mr. DONALD FRASER, of Yokohama (now deceased) has been LOST, and should the same not be produced before the 2ND DECEMBER NEXT, a NEW SCRIP CERTIFICATE will be issued to the Executors of the said DONALD FRASER, deceased, and no transaction taking place under the said ScrIP Certificate No. 3715 will be recognised by the Company.

JARDINE, MATHESON & Co., General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 18th November, 1901. [1247c]

W-A-N-T-E-D.

TWO AMASHS for HOSPITAL for Soldier's Wives and Children.

Apply to OFFICER IN CHARGE, STATION HOSPITAL, WELLINGTON BARRACKS.

Hongkong, 28th November, 1901. [1297c]

WANTED.

SMART INTELLIGENT LAD to attend Office. Apply after 5 P.M.

WM. MACLEOD, D.D.S., Beaconsfield Arcade.

Hongkong, 25th November, 1901. [1281c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

FROM the 1st December, 1901, until about the end of February, 1902, floating obstructions will be laid, from time to time, to the North of Stonecutters' Island.

The obstructions will be bounded on the West by a line drawn from the most Northern point of the Island to the Watering Pier at Lai-chi-cho, and on the East by a line drawn from the Government Pier, on the North shore near the Magazines, in a N.N.E. direction to the mainland.

Vessels and junks are prohibited from anchoring in the obstructed area.

A fairway, about 300 yards wide, will be buoyed through the obstructed area being marked on the North by 2 red buoys, and on the South by 2 small black buoys carrying white flags. No obstructions will be laid within this fairway, but vessels and junks are prohibited from anchoring therein.

At night the red buoys marking the North side of the fairway channel will carry red lights whenever any obstructions are laid.

Steam vessels must always use the fairway; sailing vessels and junks may sail across the obstructed area in day time at their own risk. All obstructions will be floating on the surface.

R. MURRAY RUMSEY, Ret. Com. R.N., Harbour Master, &c.

Harbour Department, Hongkong, 19th November, 1901. [1284c]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey, with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, and a lasting testimony of their generosity.

THE TRADE OF THE PUNJAB.

A comparison of the figures of the internal trade in the Punjab for the year 1898-99 to 1900-01 shows in a striking manner the effects of famine and scarcity. The imports which in the first year of the triennial period were only just over two million mounds, jumped in 1899-00 to six and a third millions, and fell the following year to four millions. On the other hand, the exports fell during the three years from 14 1/2 million mounds to less than 8 1/4 millions. In 1899-00 grain took the place of other imports to a very large extent, while an increase of 92 lakhs worth of skins and hides swelled the exports. The increase in the use of Indian piecegoods at the expense of those imported from Europe is noted as an interesting indication of industrial development. There was a great increase in the exports of jute and balti in 1900-01 due to the continuance of famine conditions in Bombay, and the carrying power of the railways was taxed to the uttermost to meet this enormous trade. The growing importance of Delhi as a trading centre is viewed with satisfaction by the Government.

THE NEW AMIR AND AFGHAN REFUGEES.

The following is the purport of a notice which has been promulgated broadcast by the Amir's officials at Peshawar and elsewhere:—All the refugees and subjects of the Government of Afghanistan who, being vexed by the extortion and oppression of any Governor, or for fear of arrest on the false reports of informers, or newswriters, have fled to and taken asylum in any foreign country, are hereby informed that they are at liberty to return to their country; that those who at the time of their deportation were punished with confiscation of their landed property will on return to Afghanistan be restored their lands and given loans to help them in bringing them under cultivation. That one year's revenue will be remitted to them; that half of the takavi advanced will be realised at the first harvest and the other half with the first instalment of the land revenue.

THE NEW ENGLISH VEGETABLE.

INDIAN CORN GROWING IN ESSEX.

When, many years ago, the late Mr. Gladstone, at one of his Hawarden gatherings, advised his tenants to take up fruit growing and preserving, so-called practical men laughed at him. But what an immense amount of capital has been laid out in this direction, and also in the production of vegetables during the last few years!

In the year 1878, when agricultural depression is generally considered to have commenced, there was in Great Britain 165,415 acres devoted to orchards, but last year the cultivation of fruit trees occupied no fewer than 228,603 acres, or an increase of over 38 per cent. In the case of market-gardens, the area occupied in 1878 was only 37,273 acres in Great Britain, but this class of farming had grown to 96,696 acres in 1896, the last year the Government made this return, or an increase of 159 per cent. From various indications we should say the development in the market gardening industry has been growing quite as fast as formerly during the past five years!

Notwithstanding the development of this branch of agriculture, we import large quantities of fruit and vegetables that might, with advantage, be grown in this country; and last year this we have had from the thrifty German farmer in the Rhine Valley and the patient peasant in France the succulent carrot the green crisp kale, the fragrant onion, the penetrating leek, and the wholesome haricot bean in a prepared and dried state, so that when used these vegetables have been hardly distinguishable from those freshly gathered. From the United States, to meet the wants of Canadian and American visitors, green Indian cobs have been forwarded to the London market; this excellent being preserved in crossing the Atlantic by means of cold storage. But this class of competition is not to go on unchecked, and many astute market-gardeners and others are developing enterprises to secure the British market for themselves.

In one instance, we have to chronicle the advent of a new English vegetable, new, however, only inasmuch that until recently green Indian corn has not been grown as a vegetable in this country, although so well-known in the form in which it was sent to Covent Garden from America. It is true that the maize plant, with its tall stem, long flaglike foliage, and silvery fringe has been grown for years in our gardens for decorative purposes, but the cobs have been neglected in their edible or profitable possibilities until last year, when certain market gardeners discovered that an ordinary summer will develop the heads in this country quite sufficiently for eating in the green state, and from these experiments it was found that in delicacy of flavour the heads grown in this country were fully equal to those grown in the United States or in Canada.

So rapidly has this excellent advanced in favour that whole fields are now devoted to it. Essex is growing this Indian corn, or maize, as it is called in England, to be cut early, and this season it is finding a growing demand at the large hotels in the West-end. The ordinary cookery-books as yet do not include recipes for it, but in the preparation of this vegetable nothing can be more simple, for the cobs only need be boiled in slightly salted water till tender, and served with plain, melted, or oiled butter. When taken at table one finds that "fingers were made before forks," for, like asparagus, it cannot be properly consumed with other asparagus.—P. M. Gazette.

G. GIRAULT, for the best and GREAT-EST ASSORTMENT of CONFECTIONERY.

INDIAN TROOPS IN CHINA.

THEIR CONDUCT IN THE CAMPAIGN.

A despatch from Lord George Hamilton to Sir Alfred Gaselee is published in the *Gazette of India*. It acknowledges the report submitted by Sir Alfred, and goes on:—

"The Secretary of State in Council has received with great satisfaction your testimony to the excellent discipline which has been maintained in the China Field Force throughout a long and trying period. His Lordship fully recognises that the duties which have been imposed upon the troops in China have been varied and arduous, but he is glad to know that they have always been thoroughly and efficiently performed, and that His Majesty's troops under your command, both British and Indian, have in all circumstances worthily upheld the honourable traditions of the services to which they belong."

"I am to request that you will notify to the officers and men of the China Field Force Lord George Hamilton's high appreciation of their conduct and bearing in quarters and in the field throughout the campaign, and in conclusion I am to say with reference to the names favourably mentioned in your despatch that your recommendations shall in due course receive attentive consideration."

THE ROYAL PRINCES OF TWO ROYAL HOUSES.

PRINCE CHUN AS A SKEER!

The *Siam Free Press* hears on trustworthy authority, that the Royal Princes of Siam and Chun "fought very shy" of each other when they first met *vis à vis* on board the *Bayern*, but gradually they became more intimate until they were the "thickest of chums." A few days before reaching Singapore, where they were about to part, Prince Chun spoke in the most affectionate terms to Prince Paribhat of Siam. He told him that he wished to make him a present of some souvenir in remembrance of their voyage together, and in token of their future friendship, which he hoped would grow still closer. He held in his hand a very precious China beetle box mounted in gold, and exquisite in design and finish, with four compartments. "I intended to make you a present of this," he said, "as a memento of our meeting, but just a thought strikes me that it is not very appropriate. You will perceive it has four cells. When I reach China I shall procure one with three cells, emblematic of the Three Far Eastern Kingdoms that are still left of all the reigning countries of Asia. When I forward it to you be very careful how you preserve it. On each bowl will be written the name of the country it represents, and if through any mishap it should fall, and any of the cells be broken, the Kingdom whose name it bears will be the first to vanish!"

THE DANGERS OF NEW YORK.

A WAVE OF CRIME.

It is no exaggeration, to say, remarks the *Times*, that New York is now as unsafe as was a Western mining town a generation ago! One of the results of the importation by Tammany of tramps and criminals to swell the vote on election day has been to turn loose in the city many most dangerous men. Criminals of every class, from the petty thief to the highwayman, have been pressed into the service. Part of the price paid them is a promise of immunity from punishment. The result of this promise can be seen by the list of robberies committed in the last three weeks; but these figures, startling as they are, do not give the slightest idea of the wave of crime which has swept over the city. Not one out of five cases reported is placed on the police records. Shopkeepers, especially on the east side, are in a state bordering on panic, while citizens out at night walk in secluded streets literally at the risk of their lives. A few days ago a man was robbed and killed in Frankfort-street, ten yards from Park-row, where the newspaper offices are situated and which is all night brilliantly lighted and crowded with pedestrians. The more prosperous shopkeepers are all employing private watchmen, so great is the distrust of the police.

CAPTURE OF A "BUDMAH" ELEPHANT.

A GRAPHIC ACCOUNT.

We have received the following account of the capture of the famous "budmah" elephant Ganesh, belonging to the Mysore Government, which has been at large and giving much trouble for a long time. We give the account verbatim, as it reached us:—Hope you will be good enough to insert in one of the columns of your paper the following:—"Escape one capture of an elephant at Nanjungud. About a fortnight ago a he-elephant by name 'Ganesh' let loose from the place where it was chained and was living much trouble in spoiling and eating the crops of some of the villages and thus put them to great loss. The Forest authorities to whom the elephant belonged, tried all ways to capture the escaped elephant but finding all their efforts were in vain consulted to shoot the elephant on the 24th October evening. But to the good luck of the elephant two of the representatives of well known Mr. Haja. Ismail Salt came for ward and offered their aid to catch the elephant and hand over the same to the authorities; in which they succeeded in capturing the elephant with in half an hour from the time they commenced work on the 24th at 2-30 P. M. Thanks for Mr. Abreo, one of the representatives of Mr. Salt who took much pains and trouble by capturing the elephant worth Rs. 7000 not only he with another Mahomed said saved the life of the elephant but also profited the Government as well as the public by capturing the same. Mr. Abreo and his companion are contrabuted for their success and may credit be given to Mr. Haja Ismail Salt for having such an enterprising men under him. God bless and prosper this young men who took so much trouble to saved valuable life."—Madras Mail.

G. GIRAULT for the best and GREAT-EST ASSORTMENT of CONFECTIONERY.

Hotels.

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager.
J. W. OSBORNE, Proprietor.
THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and spirits only kept. Private dinners, a speciality.
Under entirely new management.
J. LACOCK.

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.
SWATOW HOTEL,
SWATOW.
VISITORS to Swatow will find comfortable and well furnished accommodation. Shooting parties will find every facility. House Boat, &c., everything to secure comfort as well as sport. Cuisine Excellent, Prompt Attention, Billiards, Music Saloon. Terms moderate. F. H. DE, Proprietor.
1222C

VISITORS TO SHANGHAI
can obtain Superior Accommodation at Moderate Rates at the
HOTEL METROPOLE,
1, 1 1/2 Bubbly Well Road,
Pleasantly situated Opposite the Race Course, (One Mile from Bund).
Spacious and well furnished Rooms en suite or single. An Ideal Residence in the hot season. Unexcelled Cuisine under the direct personal supervision of the proprietor. Billiard Room, Reception and Private Dining Rooms are replete with every Modern Comfort. Prompt attention given to all Letters and Telegrams. A Representative attends the arrival of all steamers.
C. A. BIDDLE, Proprietor and Manager.
1276C

Intimations.
Diss & Gillings,
14, Des Vreux Road, (Two doors from the Hongkong Hotel).
HIGH CLASS TAILORS AND BREECHES MAKERS.
Are now showing a large and varied assortment of materials suitable for the present season.
Hongkong, 1st November, 1901.
Telegraphic Address: MARINEWORK, HONGKONG.
A. and A. B. C., 4th Edition.

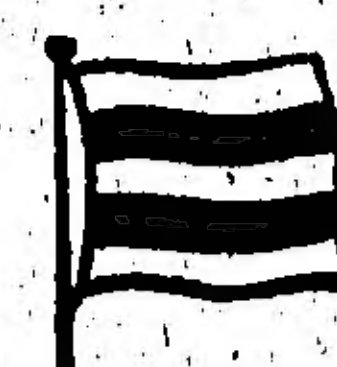
E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared.
Office: 8, Queen's Road Central.
Hongkong, 8th November, 1901. 1214C

WING CHEONG.
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND
GENERAL EXPORTERS.
No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901. 1236C

THE ROBINSON PIANO CO., LIMITED.
BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.
Hongkong, 19th August, 1901. 1251C
NEW VICTORIA HOTEL.
ROTISSERIE.
Chops, Steaks, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Madar & Farmer, Proprietors.
Hongkong, 2nd September 1901. 1958C
DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS
by competent European experts at Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. 1526C
CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPECTACLES.
Nos. 54 & 55, Queen's Road Central. 151C

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COIL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c.
&c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 1st May, 1901.
NEW GOODS
PLENTY
IN
HAND.
JAPANESE CURIOS.
Dr. NOMA,
No. 12,
Hastings Road,
Aldershot,
Opposite the City Hall.
Hongkong, 30th April, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"KURDISTAN" about 5th Dec.
"LENNOX" " " 15th Dec.
"GRAND" " " 31st Dec.
"AFRIDA" about 10th Jan.
"HILGLEN" " " 20th Jan.
"LOWTHER CASTLE" " " 31st Jan.
For Freight and further information, apply to
DODWELL & Co., LIMITED.
Agents.
Hongkong, 20th November, 1901. 141C

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KAGA MARU U.S.A. VIA SHANGHAI, MOJI, KOBE MONDAY, 2nd Dec., at 4 P.M.
J. W. Ekstrand and YOKOHAMA FRIDAY, 6th Dec., at Daylight.
SADO MARU KOBE and YOKOHAMA FRIDAY, 6th Dec., at Daylight.
MIKE MARU BOMBAY, VIA SINGAPORE and COLOMBO MONDAY, 9th Dec., at Noon.
KAGOSHIMA MARU MOJI, KOBE and YOKOHAMA MONDAY, 9th Dec., at Noon.
K. Kuri MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 13th Dec., at Daylight.
HITACHI MARU VICTORIA, B.C. and SEATTLE MONDAY, 16th Dec., at 4 P.M.
O. Ohno U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA FRIDAY, 20th Dec., at Noon.
YAWATA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 20th Dec., at Noon.
A. E. Moses MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID FRIDAY, 27th Dec., at Daylight.
WAKASA MARU SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 27th Dec., at 4 P.M.
KUMANO MARU E. W. Haswell
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.
A. S. MIHARA, Manager.

Hongkong, 29th November, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd December, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMON," Captain Vaglier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY. This steamer connects at COLOMBO with the S.S. *Oceanic*, which vessel take on her Passengers and Mails leaving that Port on the 14th December, Direct to Suez, Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.
P. DE CHAMPMORIN, Acting Agent.
Hongkong, 20th November, 1901. 1004C

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
<i>Duke of Fife</i>	3,821	J. S. Cox	Dec. 3
<i>Tacoma</i>	2,811	A. Dixon	Dec. 17
<i>Victoria</i>	3,502	J. Pantou	Dec. 27
<i>Olympia</i>	2,837	J. Truebridge	Jan. 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £54.
Excellent accommodation. First-class Table. Doctors and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent. Two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 41 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL Park route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
DODWELL & Co., LIMITED.
General Agents.
Hongkong, 20th November, 1901. 14

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" about 5th Dec.
"LENNOX" " " 15th Dec.
"GRAND" " " 31st Dec.
"AFRIDA" about 10th Jan.
"HILGLEN" " " 20th Jan.
"LOWTHER CASTLE" " " 31st Jan.
For Freight and further information, apply to
DODWELL & Co., LIMITED.
Agents.
Hongkong, 20th November, 1901. 141C

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £54.
Excellent accommodation. First-class Table. Doctors and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

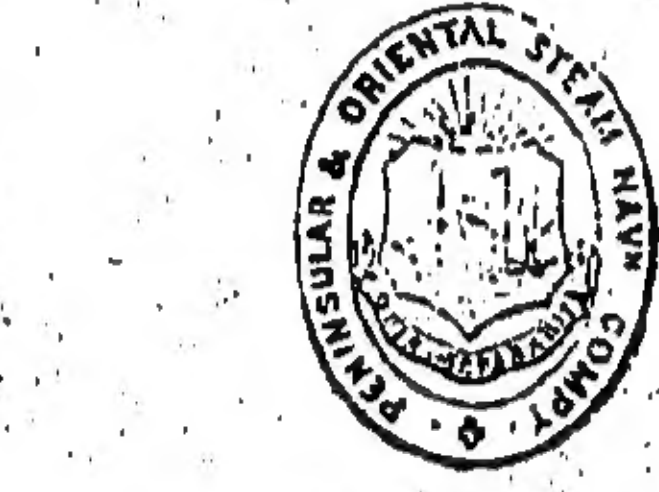
HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent. Two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 41 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL Park route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
DODWELL & Co., LIMITED.
General Agents.
Hongkong, 20th November, 1901. 14



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE "BALLAARAT."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 7th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 23rd November, 1901. 14

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Thyra about Dec. 14

THE Steamship "THYRA."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 29th November, 1901. 1032C

For Sale.

FOR SALE, CHEAP.
A COTTAGE PIANO by BORD, of PARIS,
Three years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 29th May, 1901. 1561C

FOR SALE.

THE cruising yawl "MADON," 25-foot long, by 7-foot beam. Teak built; copper fastened, and lead keel, designed by Mr. A. DENISON. This three-ton yawl lies in the boatyard at the Kowloon Dock, Hungghom, and has been laid up for the past two seasons. Apply to
"YACHT"
C/o This Office.
Hongkong, 15th November, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply
C/o The Hongkong Telegraph.
Hongkong, 20th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	"THAN"	30th instant.
SHANGHAI.	"WHAMPOA"	3rd December.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL.	"PRELUCE"	7th December, 1901.
"PATROCLUS"	10th "	"
"STENTOR"	24th "	"
"MEMNON"	3rd January, 1902.	
"IDOMENEUS"	8th "	"
"TANTALUS"	16th "	"

HOMEWARDS.

FROM	STEAMERS	DUE
"MACHAON"	3rd Dec., 1901.	
"ACHILLES"	10th Dec., "	
"GLAUCUS"	24th "	
"DEUCALION"	7th Jan., 1902.	
"PELEUS"	21st "	
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).		
"IXION"	15th Dec., 1901.	
"PATROCLUS"	15th Jan., 1902.	

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between
HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 14th December, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.
Hongkong, 22nd November, 1901. [1265c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 1st December, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 27th November, 1901. [1292c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain T. Kihano, will be despatched as above on SUNDAY, the 1st December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th November, 1901. [1266c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 4th Dec., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th November, 1901. [1312c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Port, on WEDNESDAY, the 11th December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th November, 1901. [1266c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd November, 1901. [1271c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENROY,"

Captain Forbes Selby, will be despatched as above on SATURDAY, the 14th December.

For Freight, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 27th November, 1901. [1292c]

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA,"
Captain Brecher, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office,
Hongkong, 25th November, 1901. [1279c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. Australia.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 25th November, 1901. [1279c]

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Dec., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 25th November, 1901. [1280c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 1st December, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st December will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 25th November, 1901. [1197c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd December, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 27th November, 1901. [1279c]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Limited, Agents.

Hongkong, 28th November, 1901. [1292c]

Insurances.

"Strongest in the World."

Assets:	Surplus:
305 Millions	60 Millions
Gs.	Gs.

There is No Other Just as Good

EQUITABLE LIFE

DEATH CLAIMS:

Paid Within One Day:

1895.....90.3 per cent.

1897.....94.4 "

1898.....89.5 "

1899.....92.8 "

1900.....95.8 "

1901 (first half) 97.3 "

This record should appeal to every man who contemplates making provision for his family by means of life insurance.

F. KIENE, Manager, Hongkong.

Hongkong, 2nd November, 1901. [1995c]

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed

GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS

at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [1712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1896. [130c]

To be Let.

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS AT BLUE BUILDINGS.

HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

A HOUSE IN RYTON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th November 1901. [1209c]

TO LET.

POSSESSION on or about the 1st December next.

Apply to

PUN HUNG,

85, Queen's Road Central.

Hongkong, 18th November, 1901. [1676c]

TO LET.

NOS. 1, 2, 4, 5, 6, 7 and 8, WILD DELL, WANCHAI ROAD.

Apply to—

SANG KEE,

298, Des Vaux Road Central.

Hongkong, 28th October, 1901. [1076c]

TO LET.

NOS. 1, STEWART TERRACE.—THE PRAK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [1709c]

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [1822c]

Intimations.

SHOW OF CHRYSANTHEMUMS.

MR. DORABEE NOWROOEE begs to intimate to his Friends and the General Public that his Fine Collection of CHRYSANTHEMUMS will be on SHOW in the Gardens at KOWLOON HOTEL for ONE WEEK, commencing from MONDAY, the 26th instant.

Entrance by Elgin and Chater Roads.

Hongkong, 25th November, 1901. [1283c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

of

AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to

G. GIRAUET,

Hongkong, 20th August, 1901. [1667c]

KANANGA

OF JAPAN

(REGISTERED)

RIGAUD and Co.

PARIS

Kananga Water

the most delightful

fully refreshing

Tonic Water, it renders the skin firm, relieves

moulted bile, and imparts a delicate fragrance and feeling of comfort and freshness.

New Repatients in Paris

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IKORA D'AFRIQUE EXTRACT

RIGAUD'S LIEN DE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamille EXTRACT

5, RUE VIVIER, PARIS

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

NOT AND A

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....	30.103
Thermometer.....	69.2
Humidity.....	65
Rainfall.....	1.302

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer.....	30.12
Thermometer.....	69
Humidity.....	65
Rainfall.....	62

TO-DAY.

Friday, 29th November, 1901.

Chinese—29th of 10th moon of 27th year of Kwong-su.

Sun—Rises..... 6hr. 23min.

Sets..... 5hr. 14min.

High water—Morning..... 6hr. 20min.

Afternoon..... 10hr. 47min.

Low water—Morning..... 5hr. 22min.

Afternoon..... 4hr. 0min.

ANNIVERSARIES.

1876—Immense fire in Tokio; six square miles of buildings laid waste.

1881—Sir George Bowen appointed Governor of Hongkong.

1886—Collision in Hongkong harbour between mail steamers City of Peking and Singapore.

1890—The Imperial Diet, Japan, opened by Emperor in person.

1891—Wreck of the British sch. Loongwa at Newchwang.

1897—Death of M. Imbalt Huar, French Consul at Canton.

1898—Spanish Government formally accepts America's terms for peace.

TO-MORROW.

Saturday, 30th November, 1901.

Chinese—20th of 10th moon of 27th year of Kwong-su.

Sun—Rises..... 6hr. 24min.

Sets..... 5hr. 14min.

High water—Morning..... 6hr. 17min.

Afternoon..... 10hr. 43min.

Low water—Morning..... 5hr. 12min.

Afternoon..... 4hr. 23min.

ANNIVERSARIES.

1878—Formation of St. John's Lodge of Freemasons under the Scottish constitution, at Hongkong.

1892—The Japanese cruiser Chishima ran sunken in collision with the P. & O. steamer Ravenna in the Indian Sea, 61 lives lost.

1896—Explosion on the s.s. Saphallen; 13 lives lost.

1897—Germany's demands presented to China.

1898—Austrians conclude Japanese Commercial treaty.

1899—Annual St. Andrew's Ball at the City Hall.

AGENDA.

TO-MORROW.

H. A. L. steamer Marburg leaves for Havre and Hamburg.

D & Co's steamer Kurdistan leaves for New York, via Ports and Suez Canal.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

October 10th.

The officers of the s.s. *Catherine Apcar* are—Capt. S. H. Nelson, chief officer A. Buchanan, 2nd officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, 2nd engineer T. T. Barrie, 3rd engineer W. Parks, 4th engineer W. Mark.

The officers of the s.s. *Yucca Sang* are—Capt. P. H. Rolfe, chief officer C. E. Meillon, 2nd officer H. Herbert, 3rd officer R. L. Shirell.

October 14th.

The officers of the s.s. *Pentakota*, Captain Parsons, are—1st mate J. C. Keerham, Lieut. R.N.R. and mate J. H. Galgry, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Riemer, 4th engineer P. Christie, 5th engineer F. McColgan.

The officers of the German steamer *Marburg* are—Capt. E. Zachariae, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roes, and engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harms.

November 1st.

Mr. Johnson has taken the place of Mr. Whittin, and engineer of the s.s. *Loongang*, who is now on sick leave.

November 27th.

The officers of the P. & O. s.s. *Tientsin* are—Capt. W. W. Cooke, chief officer P. S. Ram, 2nd officer F. Hallam, 3rd officer F. H. Ayres, 4th officer A. Candale.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Varre*) 1st prox.
Indian (*Yarra*) 3rd prox.
American (*Hongkong Maru*) 14th prox.
American (*Peru*) 17th prox.

The J. M. & Co's steamer *Suisang* from Calcutta and the Straits left Singapore for this port on the 27th inst., at 10 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Canton River..... at Kowloon Dock.

Kwan Liu..... " " "

Tacoma..... " " "

H.M.S. *Fame*..... " " "

U.S.S. *Princeton*..... " " "

Sandakan..... " " "

Dr. Haus Jurg..... " " "

Duke of Fife..... " " "

Saturn..... " " "

Mongkut..... " " "

Lal-hat..... " " "

Justin..... " " "

Elcano..... " " "

H. J. Albrecht..... " " "

Huangshan..... " " "

Pitcairnia..... " " "

Tatcheong..... " " "

Esmeralda..... " " "

Richmond..... " " "

Dalgar Maru..... " " "

THE SHARE MARKET.

LATEST QUOTATIONS.

(NOVEMBER 29th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation.....	\$ 125	\$62 1/2
The Bank of China and Japan, Limited—(Preference).....	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary).....	£ 4	£0.15 1/2
The Bank of China and Japan, Limited—(Deferred).....	£ 1	nominal
National Bank of China, Limited.....	£ 8	\$75 sellers
Do. Founders.....	£ 1	\$15 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited.....	\$ 50	\$34 1/2 sellers
China Traders' Insurance Company, Limited.....	\$ 25	\$54 sales
North China Insurance Company, Limited.....	\$ 25	Taels 180
Yangtze Insurance Association, Limited.....	\$ 60	\$130 sellers
Canton Insurance Office, Limited.....	\$ 50	\$157 sellers
Straits Insurance Company, Limited.....	\$ 20	nominal
Fire Insurances.		
Hongkong Fire Insurance Company, Limited.....	\$ 50	\$365 sellers
China Fire Insurance Company, Limited.....	\$ 20	\$86 buyers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited.....	\$ 15	\$35 1/2 sales
Indo-China Steam Navigation Company, Limited.....	£ 10	\$147 sellers
China and Manila Steamship Company, Limited.....	\$ 50	\$62 sellers
Douglas Steamship Company, Limited.....	\$ 50	\$47 buyers
China Mutual Steam Navigation Company, Limited—(Preference).....	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary).....	£ 5	£3
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus).....	£ 7.10	£7.10
Star Ferry Company, Limited.....	\$ 10	\$24 buyers
"Shell" Transport and Trading Company, Limited.....	£ 2 1/2	\$9 1/2 sellers
Shanghai Tug Boat Company, Limited.....	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited.....	Taels 50	Taels 185
Shanghai Cargo Boat Company, Limited.....	Taels 100	Taels 140
Co-operative Cargo Boat Company, Limited.....	Taels 100	Taels 140
Refineries.		
China-Sugar Refining Company, Limited.....	\$ 100	\$152 sellers
Luzon Sugar Refining Company, Limited.....	\$ 100	\$21 buyers
Perak Sugar Cultivation Company, Limited.....	Taels 50	Taels 7 1/2
Mining.		
Punjom Mining Company, Limited.....	\$ 10	\$51 buyers
Punjom Mining Preference Shares.....	\$ 1	\$1 1/2
Société Française des Charbonnages du Tonkin.....	Francs 250	\$325 sellers
Queen Mines, Limited.....	Cents 25	4 cents
Jebeu Mining and Trading Company, Limited.....	\$ 5	\$44 sellers
Raub Allain Gold Mining Company, Limited.....	£0.185. 10d.	\$12 sellers
Olivers Freehold Mines, Limited A.....	\$ 5	nominal
Olivers Freehold Mines, Limited B.....	\$ 5	nominal
Chinese Engineering & Mining Company, Ltd.....	£ 1	Taels 8.70
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited.....	\$ 50	\$29 1/2 sellers
S. C. Farnham, Boyd & Co., Ltd.....	Taels 100	Taels 247 1/2
Hongkong and Kowloon Wharf and Godown Company, Limited.....	\$ 50	\$96 sales
Wanchai Warehouse and Storage Company, Limited.....	\$ 37 1/2	nominal
New Amoy Dock Company, Limited.....	\$ 50	\$25 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited.....	Taels 100	Taels 295
Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited.....	\$ 10	\$10 sellers
Hongkong Land Investment and Agency Company, Limited.....	\$ 100	\$195 sales
Kowloon Land and Building Company, Limited.....	\$ 30	\$34
West Point Building Company, Limited.....	\$ 50	\$65 buyers
Hongkong Hotel Company, Limited.....	\$ 50	\$139 buyers
Oriente Hotel Company, Limited (Manila).....	\$ 50	\$56
Astor House Hotel Co., Limited (Shanghai).....	\$ 100	\$285
Humphrey's Estate and Finance Company, Limited.....	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$ 10	\$15 1/2 sales
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 46 sellers
International Cotton Manufacturing Company, Limited.....	Taels 100	Taels 20 sellers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 50 sales
Soy Chee Cotton Spinning Company, Limited.....	Taels 500	Taels 260
Yahloong Cotton Spinning Company, Limited.....	Taels 100	Tael 1
Tobacco, Gigar and Gigarette Companies.		
Alhambra, Limited.....	\$ 500	\$100 nominal
Philippine Tobacco Trust Co., Limited.....	\$ 50	\$50 nominal
Shanghai-Sumatra Tobacco Company, Limited.....	\$ 20	Taels 40
Shanghai-Langkai Tobacco Company, Limited.....	Taels 100	Taels 335
American Cigarette Company, Limited.....	Taels 50	Taels 50
Miscellaneous.		
Green Island Cement Company, Limited.....	\$ 10	\$22 1/2 sellers
China-Borneo Company, Limited.....	\$ 15	\$38 sellers
A. S. Watson & Co., Limited.....	\$ 10	\$16 buyers
Watkins, Limited.....	\$ 10	\$13 sales
Hongkong Electric Company, Limited.....	\$ 5	\$64 sales
Hongkong and China Gas Company, Limited.....	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	\$ 50	\$17 1/2 sellers
Geo. Fenwick & Co., Limited.....	\$ 25	\$55 sellers
Hongkong Ice Company, Limited.....	\$ 25	\$19 1/2 buyers
Hongkong High-Level Tramways Company, Limited.....	\$ 100	\$380 buyers
Dairy Farm Company, Limited.....	\$ 6	\$11 buyers
Hongkong and China Bakery Company, Limited.....	\$ 50	\$50
Campbell, Moore & Co., Limited.....	\$ 10	\$21 sales
Bell's Asbestos Eastern Agency, Limited.....	\$ 1	\$10 buyers
United Asbestos Oriental Agency, Limited.....	\$ 5	\$9 buyers
Tebuau Planting Company, Limited.....	\$ 5	\$24 buyers
Universal Trading Co., Limited.....	\$ 20	\$3 buyers ex div.
Hongkong Steam Water-boat Co., Limited.....	\$ 5	\$20 sellers
China Light and Power Co., Limited.....	\$ 50	\$50
Robinson Piano Co., Limited.....	\$ 50	\$47
Manila Investment Co., Limited.....	\$ 10	\$10 sellers
William Powell, Limited.....	\$ 10	\$10

BENJAMIN, KELLY & POTTS, Share Brokers.

Telegraphic Address—"Rialto."

Telephone No. 148.

P. O. Box No. 17.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS.	DUE
Yarra.....	Saigon	Messageries Maritimes	December 1st
Suisang.....	Singapore	Jardine, Matheson & Co.	December 3rd
Hongkong Maru.....	San Francisco	Pacific Mail S. S. Co.	December 14th
Peru.....	San Francisco	Pacific Mail S. S. Co.	December 17th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and to do so, respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

28TH NOVEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	DIRECTION.	FORCE.	WEATHER.
Wladivostok.....	2 p.m.	29.71	23	—	N	6	b
Tokio.....	"	"	"	"	"	"	"
Kochi.....	"	"	"	"	"	"	"
Nagasaki.....	"	"	"	"	"	"	"
Kagoshima.....	"	"	"	"	"	"	"
Taihuoku.....	1 p.m.	30.14	—	—	E	4	"
Taihuoku.....	"	30.09	—	—	N	4	"
Tainan.....	"	30.07	—	—	N	8	"
Koshun.....	"	30.02	—	—	NE	10	"
Pescadores.....	"	30.04	—	—	NE	10	"
Gutlafl.....	3 p.m.	30.28	51	52	N	3	"
Sharp Peak.....	"	30.16	56	81	NNE	3	"
Amoy.....	"	30.12	65	68	NE	3	"
Swatow.....	"	30.08	68	—	E	5	"
Canton.....	"	30.04	74	55	ESE	4	"
Hongkong.....	4 p.m.	30.04	68	62	ENE	2	"
Victoria Peak.....	"	"	"	"	ESE	4	"
Gap Rock.....	"	30.01	—	—	E	5	"
Macao.....	"	30.04	71	—	E	2	"
Haiphong.....	1 p.m.	"	"	"	"	"	"
Manila.....	4 p.m.	29.84	84	77	SW	1	"
Malaga.....	3 p.m.	"	"	"	"	"	"
Bacold.....	"	"	"	"	"	"	"
Iloilo.....	"	"	"	"	"	"	"
Cebu.....	"	"	"	"	"	"	"
Cape S. James.....	"	"	"	"	NE	2	"

29TH NOVEMBER, 1901, A.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	DIRECTION.	FORCE.	WEATHER.
Wladivostok.....	7 a.m.	29.73	13	43	NE	2	c
Tokio.....	10 a.m.	"	"	"	"	"	"
Kochi.....	"	"	"	"	"	"	"
Nagasaki.....	"	"	"	"	"	"	"
Kagoshima.....	"	"	"	"	"	"	"
Taihuoku.....	5 a.m.	30.08	—	—	E	4	"
Taihuoku.....	"	30.02	—	—	N	6	"
Tainan.....	"	30.08	—	—	N	6	"
Koshun.....	"	30.00	—	—	NE	10	"
Pescadores.....	"	30.03	—	—	NE	10	"
Gutlafl.....	9 a.m.	30.20	53	67	N	1	"
Sharp Peak.....	"	30.16	57	69	W	1	"
Amoy.....	"	30.13	61	82	NNW	1	"
Swatow.....	"	"	"	"	"	"	"
Canton.....	"	"	"	"	"	"	"
Hongkong.....	10 a.m.	30.13	65	80	E	2	"
Victoria Peak.....	"	"	"	"	E	3	"
Gap Rock.....	"	30.09	—	—	E	4	"
Macao.....	"	30.12	68	—	N	1	"
Haiphong.....	7 a.m.	"	"	"	"	"	"
Manila.....	10 a.m.	29.92	84	72	NW	1	"
Malaga.....	9 a.m.	"	"	"	"	"	"
Bacold.....	"	"	"	"	"	"	"
Iloilo.....	"	"	"	"	"	"	"
Cebu.....	"	"	"	"	"	"	"
Cape S. James.....	7 a.m.	"	"	"	NE	2	"

On the 29th at 11.55 a.m. the barometer has fallen quickly on the E. coast, probably owing to the existence of another depression over N. China. Gradients slight with the monsoon interrupted in the North, and fresh monsoon in the N. part of the China Sea.

Forecast:—E. to N. winds, moderate; dull, some rain.

F. G. FIGG,

First Assistant.

HONGKONG OBSERVATORY.

Friday, 29th November, 1901.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.</
--------------	----------	---------	--------------------

Post Office.

A Mail will close—
For Canton—Per *Powson*, to-morrow, the 30th instant, at 7:30 A.M.
For Singapore and Colombo—Per *Marburg*, to-morrow, the 30th instant, at 9 A.M.
For Kobe—Per *Tientsin*, to-morrow, the 30th instant, at 11 A.M.
For Singapore, Samarang and Sourabaya—Per *Tetard*, to-morrow, the 30th instant, at 11 A.M.
For Manila—Per *Zafiro*, to-morrow, the 30th instant, at 11 A.M.
For Singapore—Per *Japan*, to-morrow, the 30th instant, at 11 A.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Tsina*, to-morrow, the 30th instant, at 1 P.M.
For Macao—Per *Honam*, to-morrow, the 30th instant, at 1:15 P.M.
For Amoy—Per *Wineand*, to-morrow, the 30th instant, at 2 P.M.
For Shanghai and Chinkiang—Per *Elita*, to-morrow, the 30th inst., at 3 P.M.
For Foochow and Shanghai—Per *Tsangsang*, to-morrow, the 30th instant, at 3 P.M.
For Chinkiang—Per *Empia*, to-morrow, the 30th instant, at 4 P.M.
For Swatow, Amoy and Foochow—Per *Haitan*, to-morrow, the 30th inst., at 5 P.M.
For Swatow, Amoy and Tamsui—Per *Daigi Maru*, on Sunday, the 1st Dec., at 6 A.M.
For Europe, &c., India, via Taurin—Per *Ernest Simon*, on Monday, the 2nd Dec., at 11 A.M.
For Shanghai, Moji, Kobe, Yokohama, Victoria (U.S.), and Seattle (U.S.A.)—Per *Kaga Maru*, on Monday, the 2nd Dec., at 5 P.M.
For Singapore, Penang and Calcutta—Per *Catherine Apcar*, on Tuesday, the 3rd Dec., at 2 P.M.
For Shanghai—Per *Whampoa*, on Tuesday, the 3rd Dec., at 4 P.M.
For Shanghai, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per *Altenian*, on Wednesday, the 4th Dec., at 11 A.M.
For Europe, &c., India, via Taurin—Per *Ballaarat*, on Saturday, the 7th Dec., at 10:45 A.M.

NEW YEAR MAIL.—Letters etc. for the United Kingdom posted on the 2nd Dec., per French Packet *Ernest Simon* are due in London on the New Year day.
The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post:—The packet must be open at the top and the contents visible, or easily so rendered visible. Packets which are sealed or forwarded in closed covers with the string to the senders, notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

RIVER STEAMERS, SCHOONERS, AND LOCHAS.

Falshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,577, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powson, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 499 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Huingshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ATHENIAN, British steamer, 3,882, H. Mowatt, 14th Nov., Shanghai 11th Nov., General—C. P. R. Co.
ATHOLL, British steamer, 3,091, E. Foster, 28th Nov., Liverpool, Penang and Singapore, 22nd Nov., General—Dudwell & Co. Ld.
CATHERINE APCAR, British steamer, 1,730, S. H. Belson, 26th Nov., Calcutta 9th Nov., Penang and Singapore 19th Nov., General—David Sassoon & Sons Co.
CLAUDE, British steamer, 2,123, W. Harding, 12th Nov., Shanghai and Amoy 11th Nov., Tea and General—Carlowitz & Co.
DAIGI MARU, Japanese steamer, 847, T. Kitano, 27th Nov., Swatow 25th Nov., General—Mitsui Bussan Kaisha.
DEUCALION, British steamer, 4,470, G. Key, 28th Nov., Singapore 22nd Nov., General—Butterfield & Swire.
DR. HANS JERG, Norwegian steamer, 601, Larsen, 18th Nov., Haiphong 16th Nov., Rice—A. R. Marty.
DUKE OF FIFE, British steamer, 3,547, J. S. Cox, 18th Nov., Tacoma, U.S.A. 17th Oct., General—Dudwell & Co. Ld.
ELCANO, American steamer, 501, R. de Alhenage, 2d Sept., Manila 31st August, Ballast—Brandao & Co.
EMMA, German steamer, 1,681, Semuelsen, 19th Nov., Cherbon 9th Nov., Sugar—Jensen & Co.
EMPEROR OF JAPAN, British steamer, 5,994, H. Pybus, R.N.R., 27th Nov., Vancouver B.C. 5th Nov., and Shanghai 24th Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 966, J. McGilvy, 17th Nov., Cebu, P.I. Nov., Hemp—Shewan, Tomes & Co.
GERMANIA, German steamer, 1,714, A. Ben-dixen, 26th Nov., Bangkok 16th Nov., Rice and General—Jensen & Co.
HAILAN, French steamer, 377, L. Andersen, 28th Nov., Pakhoi and Hoihow 27th Nov., General—A. R. Marty.
HOP SANG, British steamer, 1,359, H. Roope, 26th Nov., Moji 21st November, Coal—Jardine, Matheson & Co.
JAPAN, British steamer, 2,795, C. C. Talbot, 28th Nov., Yokohama 12th Nov., General—C. P. R. Co.
KAGA MARU, Japanese steamer, 3,800, J. W. Eckstrand, 18th Nov., Seattle, U.S.A. via Japan and Shanghai 15th Nov., General—Nippon Yusen Kaisha.

KAIFONG, British steamer, 1,024, G. H. Penne-father, 25th Nov., Cebu 21st Nov., General—Butterfield & Swire.
KOHSHIANG, German steamer, 1,291, Leuss, 26th Nov., Bangkok 17th Nov., General—Butterfield & Swire.
KUTSANG, British steamer, 1,495, T. W. Selby, 28th Nov., Java 18th Nov., Sugar—Jardine, Matheson & Co.
KVARVN, Norwegian str., 1,574, J. Kanihy, 25th Nov., San Francisco via Moji 18th Oct., Flour—Butterfield & Swire.
LAL TOC, Spanish steamer, 1,851, Fimbriagus, 17th Nov., Manila 13th Nov., Ballast—A. R. Marty.
LOVAL, German steamer, 1,237, J. Weidlich, 27th Nov., Samarang 14th Nov., Sugar—Sander, Wieler & Co.
MICHAEL JENSEN, German steamer, 700, J. Jensen, 28th Nov., Haiphong and Hoihow 27th Nov., General—Jensen & Co.
MONGKUT, German steamer, 857, Giese, 15th Nov., Bangkok 7th Nov., Rice—Butterfield & Swire.
NEPTUNE, British steamer, 2,178, James Walters, 26th Nov., New York 27th Sept., Case Oil—Standard Oil Co.
OSLO, Norwegian steamer, 777, O. Mathieson, 25th Nov., Singapore 13th Nov., General—Sander, Wieler & Co.
PITSANULOK, German steamer, 1,267, R. Illing, 10th Nov., Bangkok and Koh-si-chang 2d Nov., General—Butterfield & Swire.
RAJAHURI, German steamer, 1,189, A. Ahlram, 28th Nov., Bangkok 20th Nov., Teakwood and Rice—Butterfield & Swire.
RICHMOND, British steamer, 1,314, L. R. Mann, 10th Nov., Geraldton, W.A. 25th Oct., Sandalwood—Siemens & Co.
ROBERT DICKINSON, British steamer, 1,331, McDonald, 25th Nov., Singapore 16th Nov., Kerosine—Arnhold, Karberg & Co.
SANDAKAN, German steamer, 1,374, Brand-stetter, 12th Nov., Sandakan 6th Nov., Timber and General—Melchers & Co.
SATURN, American transport, 1,174, Frank E. Fosco, 14th Nov., Shanghai 11th Nov., General—Dudwell & Co. Ld.
SENKA, British steamer, 1,377, R. Cornack, 27th Nov., New York 25th Sept., Petro-leum—Standard Oil Co.
TACOMA, American steamer, 1,589, A. Dixon, 21st Oct., Tacoma via Ports 14th Aug., General—Dudwell & Co. Ld.
TAISANG, British steamer, 1,544, R. D. Bradley, 23rd Nov., Swatow 22nd Nov., General—Jardine, Matheson & Co.
TETARTOS, German steamer, 1,518, W. Diuse, 18th Nov., Saigon 13th Nov., Sugar—Siemens & Co.
THEA, German steamer, 934, H. Ohberich, 25th Nov., Canton 24th Nov., General—Jensen & Co.
TIENSIN, British steamer, 3,959, W. W. Cooke, R.N.R., 26th Nov., Singapore 19th Nov., General—C. P. R. Co.
TRIGONIA, British steamer, 1,098, T. Powell, 27th Nov., Balik Papan 17th November, Pelelous—Arnhold, Karberg & Co.
TSINAN, British steamer, 1,460, Lindbergh, 25th Nov., Kobe 20th Nov., General—Butterfield & Swire.
TSINTAU, German steamer, 1,002, J. Sanders, 25th Nov., Canton 24th Nov., General—Arnhold, Karberg & Co.
ZAFIRO, British steamer, 1,611, A. Ramsay, 25th Nov., Manila 22nd Nov., Hemp and General—Shewan, Tomes & Co.

Sailing Vessels.

DUDHOPE, British ship, 1,986, A. Low, 3d Nov., Barry Dock Wales 27th June, Coal—Order.
DEBEE T. HAY, British ship, 1,847, E. Spice, 20th Oct., Cebu 8th Oct., Ballast—Arnhold, Karberg & Co.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
LUCIA, British ship, 640, Andersen, 2d Oct., Rajahmundry, 6th Sept., Timber—Master.
OSBERGA, British bark, 960, Denmore, 4th Nov., Manila 1st Nov., Ballast—Order.
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.
W. H. CONNER, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 29th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Capt. Craddock, Hongkong.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. H. Hewitt, en route Japan.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai 10 guns, 1,800 i.h.p., Capt. J. S. Stann, Hongkong.
Arctura, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Astrak, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brish, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Boucher Wrey, Bart., Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Tai-o.
Cressy, 1st-class battleship, 12,000 tons, Capt. Tudor, Tai-o.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.
Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 3,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Powell, Hongkong.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,500 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Renikier, Hughan, en route Japan.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Offer, torpedo-boat destroyer, 360 tons, 6 guns, 3,400 i.h.p., Lieut. and Com. C. P. Mausel, Tai-o.

Phaenir, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Shanghai.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plouer, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. Watts Jones, Hongkong.
Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpoll, 1st-class gunboat, 305 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Hongkong.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, West River.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Jalgey, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wootung.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Twined, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Wanderer, surveying ship, 583 tons, 650 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lt. Comdr. Mackenzie, U.S.A., Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Watson, Kinkiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Asper, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,500 i.h.p., Capt. J. P. Rossius, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lousa, Macao.
Maria Theresa, Russian cruiser, 10 guns, 5,900 tons, 755 i.h.p., Capt. V. Bless Ritter, Sambuch, Shanghai.
Piet Heil, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zafiro, Portuguese gunboat, 530 tons, Captain Mello, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Vakhomirov, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskay, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharov, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Seber-nikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Korsety, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.
Manilov, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayazdny, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otavary, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petrovskoy, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Poltava, Russian battleship, 10,660 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rongyayik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melusky, at Nagasaki.
Slatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisui Veltky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
Sivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Svea, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.
Zabirak, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Foral, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janekichik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kinnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Neverstik, Russian torpedo boat, 87 tons, 4 guns, 1,200 h.p., 22 knots.
Pedrovskiy, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sist, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Skorplen, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootskina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 130 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes, 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 2 torp tubes, 22 knots.
* Flagship of Vice-Admiral Alexieff.
* Flagship of Rear-Admiral F. Dubosoff.
* Flagship of Rear-Admiral Reouloff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
* **Furst Bismarck**, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
* * * **Hansa**, German cruiser, 6,800 tons, 30 guns, Capt. Pascher, at Wootung.
Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wootung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Ilisi, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Shamer, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 30 guns, 14,000 h.p., Capt. Stein, at Amoy.
* * * **Kurfurst Friedrich Wilhelm**, German battleship, 10,100 tons, 40 guns, Capt. von Holendorff, at Wootung.
Luchs, German gunboat, 80 tons, 10 guns, Comdr. Dachsard, at Shanghai.
Schwale, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstaedt, at Hongkong.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 97, German torpedo-boat, 360 tons, Capt. Lieut. Füllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Lieut. Füllen, at Shanghai.
* Flagship of His Excellency Vice-Admiral Bendenumer.
* * * Flagship of Rear-Admiral Geissler.
* * * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bathme, Saigon.
Bengali, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Delyve, at Shanghai.
Chasseleur Laubert, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comet, gunboat, 600 tons, Capt. Louët, at Canton.
Dedeat, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.
* **D'Entrecasteaux**, 1st class cruiser, 8,200 tons, 26 guns, 13,500 i.h.p., Capt. de Marles, at Taku.
Decartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulas, at Wootung.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Patrol, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Moiet, at Shanghai.
Slyz, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Momet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommesaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
* Flagship of Vice-Admiral Courjeolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,650 h.p., Comdr. C. H. Arnold, at Hongkong.
* * * **Brooklyn**, Flagship of U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 137 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply ship, 6,428 tons, 1890 h.p., Comdr. C. T. Fose, at Manila.
Concord, U.S. gunboat, 1,700 tons, 8 guns, 3,405 h.p., Comdr. H. G. D. Cobb, at Manila.
Culgoa, U.S. supply ship, 7,000 tons, 4,350 h.p., Comdr. J. W. Catlin, at Hongkong.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut. Comdr. A. Merte, at Manila.
Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Hongkong.
Manila, U.S. gunboat, 1,057 tons, 4 guns, 750 h.p., Lieut. Comdr. A. F. Narro, at Manila.
Marietta, U.S. gunboat, 1,200 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Hongkong.
Monongah, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Dicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,244 h.p., Comdr. G. W. Pigman, at Shanghai.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,083 tons, Capt. B. McMillan, at Manila.
Orion, 1st-class U.S. battleship, 10,820 tons, 16 guns, 12,111 h.p., Capt. F. W. Dickson, U.S.N., at Wootung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,600 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.
Scindia, U.S. cruiser, 600 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whaling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Williamson, U.S. cruiser, 2,222 tons, Capt. C. O. Kilbome, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons,